Sheffield & Hallamshire Motor Club

The Hope Motor Show

Monday 24th June 2013

www.sheffieldandhallamshiremc.co.uk

Official Event Programme

A history of motoring in the heart of the Hope Valley

In association with

Hawleys tyres&exhausts

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A selection of photographs from our recent *Bickerton Skoda* Hallamshire Stages Rally

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introduction

Welcome to The Hope Motor Show 2013

You know how, sometimes, when you're sitting quietly searching for inspiration and something hits you smack between the eyes? That just happened – There I was desperately trying to think of something original to write after so many years when it hit me – This is the tenth Hope Motor Show at the Travellers Rest! Doesn't time fly when you're having fun? For about a million years the show was up the road, until the cattle market was sold for housing and we needed to move. Luckily, we were offered the use of the car park and a field here – about ten times as much space as we had before. Over the intervening ten years the show grew a bit.....At the old venue the most vehicles we could exhibit was about 100, made up of 60 or so cars and about 30 bikes – now it's 500, give or take a few, filling the first field and the car park. I think we've reached the limit now – not space-wise, logistics-wise – getting any more exhibitors in, and then out in time – we'd need a loop in the space-time continuum!

Where there are gaps in the show it is usually because someone has had a problem getting here, we try to fill them, but it's not always possible. It does mean that vehicles will be moving around whilst there are visitors on foot, please, all be aware of any potential hazards, and take care.

We are hoping to have Sheffield Hallam University and the University of Sheffield's Formula Student cars here. They are not in the programme because they have to be ready to go to Silverstone for the international competition, so there is real uncertainty as to whether they will be available. The cars are designed, built and tested ready for Silverstone all within the space of one academic year, alongside the students continuing with their other studies – no pressure there, then!

We have a full and varied selection of cars and motorcycles, plus the odd fire-engine and tank... All these vehicles are immensely important to their owners – please show your appreciation by treating them with respect.

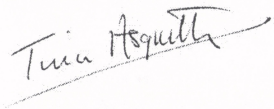
Our thanks go to our supporters Hawleys Tyres and Exhausts, John Bee Ltd, Bickerton Skoda, Sheffield Rolling Road and Slicks. To the Eyres for the use of their land and their efforts leading up to the show, which helps things run smoothly; Sam and his team who work so hard pint-pulling and burger-flipping; the masochists in day-glow tabards also known as marshals, who not only take your money and direct you around the site but have helped with the setting up and later tonight will clear everything away again – great work everyone!

Finally a "thank-you" to you – exhibitors and visitors, you are the show.

Have a great evening, but please remember S & H members are motorsport enthusiasts and participants. We carry out our activities on the race track, special stage, road rally, bike/car trial section or in autotests, under MSA or ACU regulations. We all love the sight and sound of raw power, but please have a thought for your safety and the safety of others at the show. Whether you are behind the wheel or on foot the law applies, on or off the highway, and you are responsible for your actions. Since a small number of people chose to ignore this last year, there will be quite a marked police presence at the show this year, for the safety and reassurance of the majority.

I've put in a request for good weather!

Have fun, be safe.



Tina Asquith
Hope Motor Show Organiser
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a potted history of
Sheffield & Hallamshire Motor Club

Although officially formed in October 1904, it is believed that Sheffield & Hallamshire Motor Club was first conceived in 1902 as the *Sheffield & District Automobilists' Club*. This was an era when motoring - let alone motor sport - was in it's infancy. Over a century has passed since then, and in that time the club and its members have been involved in almost every aspect of motor racing and motor sport. From small beginnings the club went forward, and by the early 1920s was represented in many reliability trials in two, three and four-wheeled classes.

By 1947 the membership of the club was over 250, and with both cars and motorcycles enjoying full event schedules the decision was taken to split the club into two sections with a controlling Management structure. Today these two sections operate independently, but still have a management committee to take an overview of the Club's operations.

From country-wide car trials to organising stages on the RAC Rally, racing at Gamston to the celebrated High Peak sporting car trial, Sheffield & Hallamshire and it's members have been part of the action. We celebrated our centenary year in 2004, and were one of the first ten MSA recognised clubs to have reached that important and historic milestone.

Today the club has a wide and diverse spectrum of members, ranging from veterans of the sport through to the city's students, who compete in disciplines as varied as road and stage rallying, through to sprints and karting. In addition to competing, S&HMC also has a rich history of organising events which continues to this day. Although Autotests and Classic, Sporting and Production Car Trials have been seen less and less on the Club calendar in recent years, we currently organise single-venue stage rallies, road rallies, sprints and of course, this, our annual motor show. We also lend our expertise to numerous other events throughout the year. Our marshals and radio crews are also some of the busiest in the region, with some members volunteering on events every weekend during the rallying season.

The club also produces a bi-monthly magazine - 'the gazette', which features event reports, articles, photography and comment from the club's members. The Gazette has a long history within the club, and more recent editions of the magazine are available to view online on the club's website. We hope to be able to expand the archive on the site soon to include editions dating back over the last four decades.

Whatever your interest in motor sport, come along to Abbeydale Sports Club on the first Wednesday of the month and introduce yourself; whether you like to spectate, or want to marshal, officiate, organise or compete, we have something to offer you.

To find further details of the club's activities, a calendar of events and more information about becoming a member of Sheffield & Hallamshire Motor Club, visit our website:

www.sheffieldandhallamshiremc.co.uk

There are a number of different contact details on the website too, giving you all the information you need for general enquiries and to get in touch with the right person for any of the different disciplines of the sport we are involved with. The club has also has a presence on *Facebook*, which we hope will help with communication amongst members and make keeping in touch with, and even attracting new and younger members easier. Just search for 'Sheffield & Hallamshire Motor Club'.

On behalf of all the members of the club, we look forward to welcoming you soon.

Matthew Screaton
Gazette Editor
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our sponsor

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Hawleys also operate separate **TT Tyres,** a separate depot that deals exclusively with tyres, servicing & MOT's for motorbikes.

The company was founded in 1910 by Mr. Ernest Hawley, the grandfather of the present Chairman, and is now the oldest tyre retail and wholesale business in the British Isles, still under the control of the same founding family.

Mr. Ernest Hawley was a person who always had an interest in motorcars, and was one of the few who pioneered motoring in its early days. An engineer by profession, he was foreman engineer at Oughtibridge Silica Works, until he started a motor taxi service from outside a shop that the family owned in Wadsley Lane, in the Owlerton district of Sheffield. The taxi side of the business thrived and Mr. Hawley became known for doing a lot of his own repairs. This include the mending of punctures, which were numerous in the early days, and the fitting of his own new tyres that he obtained.

Gradually, other owners of cars came to him for help, when they had punctures, and even brought tyres that they had bought elsewhere to him for fitting. Never one to pass up an opportunity, he began to stock a few tyres to sell to others, and so the tyre business began.

Hawleys Tyres & Exhausts is believed to be the UK's oldest independent tyre retailer

club news

Sheffield & Hallamshire Motor Club's season has finally kicked in with a vengeance in recently. With our first stage rally of the year, sprints, autotests, bowling tournaments and The Dukeries Rally all taking place recently the club has been very busy, and it shows no sign of slowing down, with another sprint next weekend before we get stuck in to organising our second stage rally of the year, The Centenary Stages.

Past Events

April 28th - *Long Course Sprint - Curborough Sprint Course.*

May 3rd-6th - *Bickerton Skoda Hallamshire Stages, RAF Barkston Heath*
Our first stage rally of the year. The organising team would like to thank those who gave their assistance on the day. The event was a great success, with competitors very much enjoying the new sections.

May 22nd - *President's Championship Round / ACF Challenge Round*

June 8th - *Rainworth Skoda Dukeries Rally - Portland Stage*

Today - *The Hope Motor Show, Traveller's Rest*

Future Events

June 30th - *Long Course Sprint - Curborough Sprint Course*
Our second annual sprint at Curborough.

July 17th - *President's Championship Round / ACF Challenge Round.*

August 8th - *President's Championship Round / ACF Challenge Round.*

August 18th - *Rainworth Skoda Centenary Stages - RAF Barkston Heath.*
Following the success of the Hallamshire Stages, our second stage rally of the year once again takes place at RAF Barkston Heath.

excerpts from the club's bi-monthly magazine

the gazette:

through the viewfinder

Hallamshire Stages

Out - But Not Down!

Hello one and all, welcome back to my latest update and co driving insight.

We have now competed in three rallies of our new season, the first being at the Flying Fortress stages rally. I think it showed we were ready and keen being the first crew to arrive at the venue. We were that early we had to sit and wait before we were allowed into the service area. I quickly found what I thought was the best spot in the service area and set about with a brush and shovel clearing the mass of mud whilst donning my wellies. It had been raining heavily before the event and was an absolute mud hole shall I say!

Kettle on, bit of breakfast, car fuelled and a team rearing to go with two hours before the start! "Well, this is a new experience for us", said the service crew and things all seemed calm and collected at this point. Into stage one and all fine - we have some grip! The rear differential working well and the strip down and resetting over the winter had certainly paid off. We also had the addition of a set of nearly new tyres and these improvements were making the world of difference. As soon as John was starting to get used to the car the torrential rain came down and peed on our parade. It soon became like driving on ice with so much water, and rough potholed sections on some of the long straights provided a real challenge to keep a car out of trouble. This, on the following stages, proved to be unfortunate for others with quite a few cars damaged after going off into the scenery. Two out of eight stages were stopped for us but thankfully no body injured which is the main thing. Unfortunately some competitors pride and possessions and wallets were bent and dented. We managed to fight and scrape through after having big problems with the alternator which nearly ended our rally. Thankfully, and to our joy we finished third in our class.

We set off on our journey home, but upon reaching Leicester our trailer decided to snap! The welds on the front support frame had suddenly let go and the trailer was riding on its belly with the rally car sat on it! Sparks starting to fly off the trailer onto my bonnet as I drove in convoy behind. Quite a hairy moment at speed as you can imagine adding a nasty surprise after a long day. The thought of "Oh no what did we do to deserve this..." now crossing our minds. After further inspection we were stranded once again in a dark lay-by on the edge of a lonely industrial estate with a major problem. It was exactly the same rally as the one last year that our service van blew it's turbo on the M1 motorway - unbelievable!

Yes folks once again John sat there with a look of "another fine mess were in!" written all over his face. Using my usual humour I chirped up and said "It could be worse! At least there's a McDonald's two hundred yards up the road." and made the swift journey to refuel the crew. John agreed it was better to think on a full stomach as we all stuffed our faces.

After a bit of head scratching and quick thinking, a mobile welder was phoned and duly obliged, attending at ten o'clock on a Sunday night, working wonders in order to get us back on our way for a very reasonable sum.

Our second rally was at Mira and with a full set of new brake pads fitted we set off into the first stage. No dramas but John said he wasn't happy with the brakes after the finish of this stage and the team set about inspecting trying to rectify. This rally proved to be enjoyable but with bottom clenching moments at speed. Just as the problems with the brakes were sorted the starter motor then failed! Then just as we set off on stage it started to rain! This shall we say, put a dampening on our efforts and we decided to keep the car in one piece and came away with hard earned finish points for the championship.

Onto our club organised rally, the Bickerton Skoda Hallamshire Stages at RAF Barkston Heath. We woke up to glorious weather for a change and set

off into stage one. Small spin at the slippy chicane but no real dramas on stage one. Stage two was going fine until we had a slight spin on the first hairpin in the blood hound complex. Just as the dust was clearing a Porsche appeared coming down the track, couldn't stop and slid into the front end of us with a right bang! I'm sure he didn't want to smash his car either, accidents happen I guess...

At first I thought John had broke his ankle and he was complaining about his neck. A few choice swear words from John about the incident and the fact the other car had driven off spurred John to release a few more! We sat in our car trying to gather ourselves to see if we could carry on. Having limped back to the finish were summoned to pull over by order of the medics and were examined whilst still sat in the car. Once confirmed it was ok to return to the service area our mechanics set to repairing the bent 'money pit' In the mean time John had to be re-examined and fill in medical paperwork. The medics showed signs that they were concerned about what I shall refer to in this article as John being ready to blow a head gasket. In my words, if the coolant level doesn't drop soon then he may be ordered to stop rallying in this event.

For the next stage we were back out with gaffer tape covering the bent metal with the word "ouch!" written on it. I suppose that sums our team up, when the chips are down just come back smiling and fighting! Next stage we set off with a good start but into the third corner the clutch slave cylinder let go and once again we limped back to service stuck in fourth gear.

At the lunch break John was summoned by the paramedics for another head gasket test. This proved to have risen even more and was told it was too dangerous to carry on. John was visibly depleted but I definitely think it was best not to carry on. Life is more precious than anything else. I said jokingly with my usual humour, "Do you want me to drive for you John?" He smiled and gave me another one of those "Another fine mess I'm in" faces. So, with our rally over it was back home with stiff necks and bruised pride.

As you read this article we are burning the midnight candle, frantically trying to repair , straighten and re -panel the car ready for our next rally. Another mountain to climb but fingers crossed.

One thing I can honestly say there has never been a dull moment in this season's rallying. We certainly relish the day that we have a trouble free run. All part and parcel of the joy of rallying I guess, taking the rough times with the smooth!

Our next outing is hopefully due to be on the Dukeries Rally. Doing a multi venue forest rally will be a first for me, but one I have always wanted to do since I first spectated on it many years ago! I had promised myself that I would do this rally one day, so it will be another dream come true to compete. Come and have a great day out and support us on the spectator stages, or even better, help out on the Portland stage, which Sheffield & Hallamshire Motor Club is running. Please give us a wave as we pass, it means the world to us to see your support. Even if you don't recognise our white and blue Sierra RS Cosworth you'll know it's us because we'll be the crew with the biggest grins on our faces as we pass!

Until our next episode keep safe and live life to the full!

Neal Bloor
Club Member
Competing with John Moore in a Ford Sierra RS Cosworth

the gazette *online*

Should you wish to read **the gazette** online, it is available in full colour online on the Sheffield & Hallamshire Motor Club website, at

www.sheffieldandhallamshiremc.co.uk/gazette.html

the exhibitors

competition cars

1	**Aston Martin**	**Le Mans**	**1933**	**Phillip Haslam**

Originally purchased by Sir Malcolm Campbell and was raced at Brooklands in 1935, receiving a Special Award. Since then it has competed in numerous races and rallies at home and abroad, and concourse events in the U.S.A. It has been a busy car since 2000 taking part in 4 M.S.A rallies: Brussels-Budapest, Brussels - Imola, Paris - Valencia and Santander - Lisbon. Haynes Two-day, M.S.A Classic Rally, Mille Miglias in Argentina, Silvretta in Austria, Three Castles, two Scottish Malts, two Mille Miglia in Italy and the Flying Scotsman from 2009-2012. Quite a C.V. in motorsport!

2	**Bentley**	**3/4.5**	**1924**	**Roy Hatfield**

A potent machine, CX 6596 took third place in the outright classification for plateau one (1929-1939) at the inaugural Le Mans Classic event held during 2002. The first vintage car home it was only beaten by an Alfa Romeo 8C and a Talbot 105. The car was loaned to His Royal Highness Prince Michael of Kent for use on the 1995 Mille Miglia Storica.

3	**Vauxhall**	**30/98**	**1924**	**Roger Thorpe**
4	**Ralt**	**RT37 F3000**	**1994**	**Peter Howgate & Brian Woffenden**

Used in the British Sprint Championship. The car is fitted with a Judd V8 race engine of 3200cc, with 454bhp at 9000RPM. It runs Motec management, and this year has been fitted with plug coils, this has improved driveability. Wheels OZ and from F1 Renault with Avon tyres. Gearbox FGC 4 speed.

5	**Chevrolet**	**Impala NASCAR**	**2009**	**XS Racing**

The car ran during the 2009 season. Said to be one of the "ARMY 01" cars but now painted Jeff Gordon's famous flame livery. 845bhp, 4 speed gearbox. Road circuit car with low gearing to around 165 mph, with the correct "oval" axle it would do over 200mph.

6	**MG**	**B GT V8**	**1974**	**John Wilson**

Full race car. 5.3 Litre, 420hp, torque 400lb/ft, weight 870Kg.

7	**MG**	**C GTS**	**1969**	**John Wilson**

A replica of the factory cars that ran in the 1960's. Capacity 3 Litres, power 200hp, weight 1100Kg.

8	**MG**	**B V8**	**1974**	**Steve McKie Sports Cars**

Genuine factory V8, originally prepared for MGCC BC V8 championship in the 1990's, currently races in Class B, MGCC Cockshoot Cup. Results to date this year, 1st Donington, 4th/3rd Croft.

9	**BriSCA**	**Fi Heritage Stock car**	**1972**	**Steve Plant**

Replica of 1972 F1 stock car, built with Pontiac 389 superduty engine and Mmorris running gear. Originally raced between 1972 & 1975

10	**Dare Ginetta**	**G4**	**1999**	**Richard Sherwood**
11	**Irish Clan**	**Race car**	**1985**	**Timothy Brick**

Irish Clan, one of ten factory wide-bodied cars built in Ireland. Originally had a 998cc Hillman Imp engine, has been highly modified and fitted with a 900RR Honda Fireblade bike engine. All conversion done by myself. Built for road, track and competition.

12 Alpine Renault A110 1973 David Holden

Regular competitor in sprints and hillclimbs. Class winner at Harewood, Aintree, Thoresby etc. An Alpine won the 1973 World Rally Championship.

14 Morgan F4 Sports 1949 George Gould

Raced and rallied since 1982. 2006 "Morgan Challenge" winner, class and overall by one point. Used on charity runs to raise money for children's charities. Driven to most race meetings and - mostly driven home!

15 STM Phoenix 2011 Andy Kirk

04 RGB Championship winning round-tube chassis (cold drawn steel). 2 seasons of hillclimbs and sprints and track days at Blyton Park. Hayabusa engine, Tony Law exhaust and power commander. Quaife ATB diff.

16 Morgan Four/Four 1993 Richard Smith

Taken part in sprints and hillclimbs with the Morgan C. C and Sheffield & Hallamshire M. C. With numerous class wins, seconds and thirds, owner has an array of silverware and pewterware on display. Car damaged extensively at Aintree in 2012 necessitating a complete strip and re-built, off road (and track) July 2012 to end of Feb 2013. Also used as daily driver and works van for printing business!

17 Morgan 4/4 Sport 2009 Steve Waldock

Factory 4/4 Sport with competition pack for track work. Used for the occasional hillclimb and sprint, and club track days. Black with colour-coded wire wheels, tan leather.

18 Ford Escort 1980 Jamie Barker

Built to very high standard. Full group 4 spec, 4 door RS 2000. Won the "Power and Style" awards at Classic Ford Show 2012, then put forward to the last show of the year Trax 2012 at Silverstone with 12 other cars that had won previous shows through the year from, Japfest, V Dub Show, Fordfair, Ultimate Street Car etc. We got into the top 3 and all cars were judged - we won Best of the Best 2012.

19 Austin Mini Cooper S 1071 1971 Peter Hopkinson

Race prepared in a lightweight 1962 competition shell, 1380cc race engine built by Osbourne Automotive Preparations (OAP), SCCR full Tran X ATB Adingdon ST gear set with Quaife ATB Limited slip differential.

20 Jaguar XJS 1973 Paul Taylor

Car was raced over a few year period in the Jaguar Enthusiasts Club series. Not raced for the last couple of years, but still good to look at.

21 Austin Mini 1971 Michael Mead

Modified 1971 Mini 1000: Engine increased to 1380cc, straight-cut gearbox, full 6 point cage. All work carried out by myself at Meadspeed engineering.

22 Chevrolet Camaro 2011 Richard Stewart

Indianapolis 500 Pace Car 2011.

23 BMW M3 Compact 1995 Steve Ritchie

Tarmac rally car built from a road shell in 2008. Maintained by K.I.S.S. Motorsport. Just had major re-build. Old roof with sunroof removed an re-skinned, reducing weight. Other weight reduction by replacing bonnet and hatchback with fibreglass, doors stripped of electric windows and central locking, boot floor replaced with flat panel - wiring went on a diet too - nearly 7Kg of superfluous cable and components removed and the heater, side and rear windows replaced with Perspex, estimate almost 150Kg has gone! Heated windscreen ensures clear vision. Diff has added pump and oil cooler for sweet running. Lack of time meant testing had to be done under "Rally conditions" at the Hallamshire Stages Rally" 13th overall, 1st in Class show the car is working well.

competition cars

24 Ford RS Sierra Cosworth 1986 John Moore

Ex works Sierra Cosworth built by Gartrack under Ford supervision in 1986. Used on three events then sold on for clubman rallying. The car underwent a comprehensive strip[down, re-spray and re-build by its current owner a couple of years ago. A replacement Mountune Cosworth engine was fitted and the car has seen very active service on the clubman scene ever since. A car known as, and fittingly nick-named by the Moores Motorsport team "The Money Pit"!

25 Ford Escort Mk 2 1980 Steve Grundy

Originally built in 1990-91. Rallied up to and including national events until heavily rolled in November 2009. Totally re-built over a two year period.

26 Ford Escort Mk3 1986 Mark Burnham

Prepared for club rally spec. Converted to RWD. RAC log book. Modifications include - full cage, 2.0l Pinto , twin 40 Weber carbs, bucket seats, Tranz X LSD, plus so much more.

27 Ford Escort Mk 1 1972 Alan Young

Ford Escort Mk1 new build to M.S.A. Historic Rally C2 spec. 1660cc X-flow engine on twin 45 Webers. Tony Law manifold, Quaife 4 speed pro gearbox, Atlas axle with 5.1 motorsport LSD, Bilstein suspension.

28 Saab 96 Two Stroke 1964 Mike Doughty

Car was bought in Norway in 2000. Complete mechanical and body re-build. Has been used in many regularity rallies in the UK and abroad. Is one of only 3 1964, 2-strokes still remaining.

29 Datsun 1200b 110 1973 Annabel Barnes

Historically rallied in the late 90's. A little rough around the edges, ready for some work after just going back on the road.

30 Lotus Elan 1967 Jim Jackson

Competed in Scottish Malta 4 times, Three Castles 5 times, Rallye des Alpes, Throgmorton Challenge and many smaller events. Also several MSA Euroclassic tours, visiting almost every European country.

31 Austin Healey 100M BN1 1954 Anthony Darwent

2660cc engine, four cylinder with 3 speed gearbox and overdrive. The first affordable sports car to do 100mph - hence the Healey 100, in fact 105 was clocked, with the up-graded 100M achieving 115mph. Around 10,000 were built, 90% exported to the US. This was an original RHD UK car built in Sept 1954. Found and completely restored in 1968 with 100M all aluminium panels, high-lift cam. larger SU carbs, cold-air box etc. Further restoration prior to my purchase in April 2011 - we are focussing on the machanics now. Competed on Three Castles, Euro-Classic Endurance Rally through many countries - to Madrid and back. Throgmorton Regularity Challenge. 2013 will see London to Lisbon Endurance Regularity Rally, Three Castles Welsh Trial, Euro Classic Rally visiting Liege, Stuttgart, Strasbourg, finishing in Luxembourg. "Betsy" is a pleasure to own and drive - not always trouble free, but we have completed all out events.

32 Ford Popular 103E 1954 Nigel Hilling

This car can be found with the Ford Side-valve Owners' Club exhibits. Restored 1992. Mildly tuned. Competed in 2 of the Motor Cycling Club's Lands End to John O'Groats Reliability trials, and a few if the same club's centenary events.

33 Ferrari 328 GTS 1985 Glenn Norton

34 **Liege** **R** **1984** **John Charles**

Class 7 classic trials. Last year competed on the Edinburgh Trial, PDVCC Autumn Trial, Northern Classic Trial and the Ilkley Classic Trial.

35 **Dellow** **Mk1** **1950** **J.M. Mastin**

Ford 1172 side-valve engine, gearbox and back axle. Built in limited numbers from 1950 onwards. Trialled all it life, last competed October 2012 in the MCC Edinburgh Trial.

36 **MG** **Midget TC** **1946** **Barrie Campbell**

The vehicle was used as a trials car in the 1950's and early 60's. The current owner restored the car 1984-89. All the numbers match and the car has its original 1946 engine. A bit of a "show pony" these days - sorry!

37 **MG** **A Le Mans** **1958** **Tyrone Henighan**

Completely restored to 1955 LeMans works spec. Engine and gearbox re-built. Recently completed with plans to compete in future.

38 **Subaru** **Impreza** **2005** **Sheffield Rolling Road**

Group N car. Last outing was the Plains Rally.

39 **Subaru** **Impreza** **2006** **Sheffield Rolling Road**

This Group A car has a group N shell with all WRC internals.

Image is Important

To ensure your car looks the best on track

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cars built before 1945

41	**Lagonda**	**Rapier**	**1935**	**Peter Harding**

Sole survivor of only three Rapiers fitted with this "Eagle" pillar-less body.1104cc, double overhead camshaft engine. ENV pre-selector gearbox. Restored by present owner 1974-8

42	**Austin**	**20/4**	**1926**	**Robert Scargill**

Mayfair Limousine

43	**Austin 7**	**Ruby**	**1935**	**Mr. F. S. Yates**
44	**Rolls Royce**	**20/25**	**1929**	**Ken Old**
45	**Ford**	**Prefect E93A**	**1939**	**Julian Ashworth**

This vehicle is completely original. Never been welded or restored. Two previous owners from new.

46	**H. F. Franklin**	**Airman**	**1927**	**Eric Staniforth**

Direct air-cooled car.

47	**British Salmson**	**S4C**	**1936**	**Brian Freeder**

Twin overhead cam engine of approx. 1.7 ltr. Built in Raynes Park West London. Bodied by "Corsica" of Cricklewood, North London. First registered in Bournemouth.

48	**Jaguar**	**SS100**	**1937**	**Alan Hardy**
49	**Daimler**	**Scout Car Mk II W/T**	**1942**	**Keith Robertson**
50	**Rolls Royce**	**Knibbs**	**1938**	**Mike Radcliffe**

The only one known of this model. A Knibbs Rolls Royce built in Salford, Manchester. Won 1st in its class nine times since 2011 at various shows.

51	**Morgan**	**Super Sport**	**1932**	**Brian Bellamy**
52	**Austin**	**Mk II Ruby**	**1937**	**Andrew Biglands**
53	**Ford**	**Model C**	**1935**	**Robert Marshall**
54	**Clyno**	**Royal**	**1926**	**Stephen Hamcock**
55	**Lanchester**	**LA10 Coupe**	**1934**	**John Marrison**

Avon bodied coupe. Owned by me for the last 7 years, shown in and around South Yorkshire up to 2010. Has had complete restoration on body work and full engine re-build. Previous colour was cream and black, now burgundy and black. First shown again this season. There is only one other Avon bodied LA10 coupe remaining.

56	**Ford**	**Model T**	**1914**	**N.R. Bates & Son**
57	**Ford**	**Model T**	**1923**	**N.R. Bates & Son**
58	**Austin**	**Cambridge**	**1936**	**Mr. Morley**
59	**MG**	**TA**	**1938**	**Greg & Susan Lilleker**

Purchased in 1967, restored by 1971. Paintwork, upholstery and chrome date from then.

60	**Morris**	**Minor**	**1399**	**Les Heward**

Re-built over a long period of time from a pile of bits of. Wood frame replaced. Needs a re-spray and needs upholstery finishing.

61	**Ford**	**Model A**	**1930**	**Mr. M. Harrison**

No history for this vehicle. Came into England in Feb. 2013 from the United States by the internet. The vehicle required only general T.L.C.

62	**Austin 10**	**Colwyn Cabriolet**	**1935**	**Bernard Brick**

Built from a total wreck over 18 months. All work carried out my me and my son.

63	**Austin Light**	**12/4 Tourer**	**1933**	**Keith & Sandra Horn**
64	**Daimler**	**Dingo Scout Car**	**1944**	**Lea Whitehurst**

The Dingo is currently in the markings of my father's old regiment, The Life Guards, 11th Armoured Division, in which he served.

65	**Crossley**	**15/30 14HP**	**1925**	**Steve Thourgood**

Tourer. Australian body by Propert's of Sydney.

66	**Sheffield Simplex**	**SSK 50HP**	**1920**	**Sheffield Industrial Museum Trust**

One of only three Sheffield Simplex cars still in existence. This car was thought to be the last produced and was owned by Earl Fitzwilliam, the Sheffield Simplex motor Works owner. 778cc capacity, six cylinders.

cars 1946-1955

71	**Alvis**	**Saracen**	**1954**	**Paul Sykes**
72	**Alvis**	**WMK Supercat**	**2000**	**Paul Sykes**
73	**Austin**	**A40 Somerset**	**1953**	**Mr. J. Wall**
74	**Austin**	**Healey 100M**	**1955**	**David Westaway**
75	**Triumph**	**Roadster**	**1947**	**Tony Maples**

The car was designed in the closing months of World War II, shortly before Triumph was bought by the Standard Motor Co., and the managing director John Black wanted a sports car to take on Jaguar who had used Standard engines in their pre-war cars. Two men were responsible for styling the car, Frank Callaby and Arthur Ballard. With early post war steel shortages the body was built from aluminium that had been used to make parts for the Mosquito bomber that may have been built by Triumph during the war. The engine was based on a Standard design which had been supplied to Jaguar. A four speed gearbox was used. The rear track was considerably narrower than the front. Brakes were hydraulic.

76	**Morris**	**MM Lowlight Tourer**	**1951**	**Steve Lawson**

Fully restored. Research suggests this is the last remaining Lowlight Tourer remaining today.

77	**Morris**	**Minor 1000**	**1957**	**Steve Lawson**

Totally original condition with all documentation from new.

78	**Austin**	**A40 Somerset**	**1954**	**Peter Stewart**
79	**Land Rover**	**Series I**	**1955**	**Richard Wilson**

86" fire engine ordered by the M.O.D. Served all its working life at RAF Cranfield

80	**Renault**	**4CV 750**	**1955**	**Ryan Turnall**

Restored 2001-2010. Bare metal re-spray, upgraded with 1965 Renault Gordini 845 engine, balanced and fitted with electronic ignition.

cars 1946-1955

81	**Alvis**	**TA14**	**1947**	**Stephen Downsborough**

One lady owner for almost fifty years. Present owner almost twenty years. Very original.

82	**Austin**	**A30**	**1955**	**Tim Brown**

Modified, using M.G. Midget 1275 engine with twin carbs, front suspension with servo assisted disc brakes, wheels and differential. M.G.F front seats. Ford 5 speed gearbox, using a Frontline Engineering bell housing and custom made prop shaft.

83	**Morris**	**Minor 1000**	**1960**	**Keith Palmer**

Featured in a recent BBC film reconstruction of "The Great Train Robbery". A thoroughly enjoyable day out in Bradford.

84	**MG**	**TC**	**1947**	**Chester Maddox**

HTC 382 was bought in 1964 for £150. It was used as everyday transport for many years. Restored by the owner 1990-95 and is in regular use all year round. Next year will mark 50 years of ownership.

85	**Morris**	**Series II Convertible**	**1954**	**Rachel Tomlinson**
86	**MG**	**YA**	**1950**	**Fred Holmes**

Pretty little saloon car built to a pre-war design, using the same running gear as the D.D. Sports car, hence meant saloons were cannibalised to provide spares for T.D. Y.A and Y.B. Saloons now preserved in their own right. Running restoration and maintenance.

87	**Jaguar**	**XK150**	**1959**	**Malcolm Potts**
88	**Austin Healy**	**100/4**	**1955**	**Nicholas Todd**
89	**Austin**	**16**	**1948**	**Reuben Charlesworth**
90	**Austin**	**A30**	**1955**	**Philip Trickett**

Black 1955 3 door A30. Not immaculate yet, but is a recently bought project and I'm it's new, proud owner. It has an 1100cc Honda Pan-European bike engine in it. I have visited Hope Motor Show in the past but never exhibited, now I have a classic I'd like to show it off!

91	**MG**	**TD**	**1953**	**A. Harrison**
92	**Chevrolet**	**Woody Station Wagon**	**1950**	**Alan Burton**
93	**Land Rover**	**Series 1**	**1955**	**Tim Clark**

86" Series 1. Ford 2.8 V6 engine. Have had it since I was 16 - my first car.

106	**Vauxhall**	**Victor FB**	**1963**	**David Pemberton**

Re-built by myself 5 years ago after finding in bits. Still keep doing jobs on her.

107	**Triumph**	**TR3a**	**1959**	**Jeff Bowden**

Sports car, now used for fun only.

108	**Ford**	**Consul 375**	**1962**	**Michael Moore**

Owned for the last 6 years. In original condition, just done over 100K miles.

109	**Ford**	**Cortina**	**1973**	**Mr Moore**
110	**Rover**	**P4 80**	**1961**	**Mr. D. M. Burr**

4 cylinder, 4 speed with over-drive. Owned for 18 years

111	**Triumph**	**TR3A**	**1957**	**Barry & Hazel Cockayne**

Exported left-hand drive to America. Original colour Black, black trim, white hood. Was in Texas and California 'til 1972, then New York. Returned to Cheshire, 1990, re-sold 1995. 18 month rebuild, bare chassis, nut and bolt strip down. Chassis jigged, blasted, powder coated and Waxoyled. Body & suspension re-built to original spec. Converted to RHD. Engine and gear-box re-build with addition of overdrive to 2nd, 3rd & 4th gears. Re-chromed and new leather. Completed '96, we purchased '99 .

112	**VW**	**Combi S**	**1961**	**John Barry**

Swiss army remote listening van. First registered 1st March 1961. de-commissioned in1987 and converted to leisure use in Germany by Mr. De Bus. Imported to UK Feb 2005.

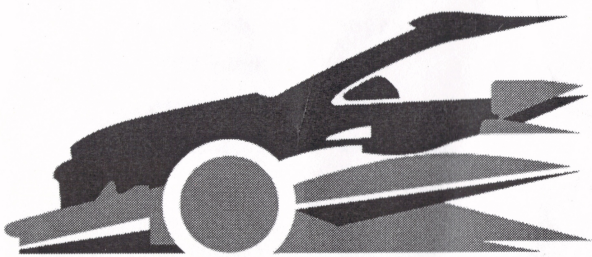
113	**Austin**	**Cambridge**	**1961**	**David Maycock**
114	**Chevrolet**	**Belair**	**1957**	**Roy Cattlin**

57 Sports Coupe

115	**Chevrolet**	**Belair**	**1957**	**Paul Perrozzi**

57 Chevy Sports Coupe. Extras fitted; power steering, electric windows, disc brakes. 5.7 litre V8, 3 speed automatic.

116	**Morris**	**Minor**		**Michael Coughlin**
117	**Jaguar**	**E Type Roadster**	**1961**	**Arthur Unwin**
118	**Morris**	**Minor 1000**	**1962**	**Paul Armitage**



National Motorsport Week
29 JUNE - 7 JULY 2013

cars 1956-1965

119	**Sunbeam**	**Rapier**	**1961**	**Jim Minshull**

Owned for 10 years. Colour Pearl grey and Pippin red. Won "Best Sumbeam" Glossop 2012 & Tatton Park 2011. Best Concourse Queen's Park 2011. Mayor's Choice Prestatyn 2011.

120	**Ford**	**Cortina Saloon**	**1965**	**Bob Berry**
121	**MG**	**B Roadster**	**1965**	**Paul Bird**
122	**Standard**	**Ensign**	**1962**	**Derek Wilson**

Ex-army, bought from Roddington after being de-mobbed in 1968. I have owned it for 12 years, or more. Had it painted, keeping the army green. Last year seat re-upholstered, e-head to run on unleaded. Engine 2088cc, floor change 4 speed gearbox.

123	**Healy Frogeye**	**Super Sprite**		**Paul Hodkinson**
124	**Rolls Royce**	**Cloud I**	**1958**	**Marcus Sloan**
125	**MG**	**TF**	**1954**	**Eddie Howell**

TF produced for just under 2 years from 1953-55. 9600 were built, of these 6200 were fitted, as this car, with the 1250cc engine. Only 813 were built RHD, like this one, for the UK market. The car is virtually original throughout, having been refurbished in the early 1970's. Owned by me since 2002 and I still keep in touch with the first owner who took delivery of the car in July 1954.

126	**Triumph**	**TR3A**	**1960**	**Eddie Howell**

This is an original UK car, bought by the first owner in 1960 and fitted with the optional 2.2L engine, as fitted to the works race/rally cars at that time. Out of a total production of 58,236 only some 10% were RHD and sold on the home market. Almost all went for export, mainly to the USA. In 2004 the car was used to illustrate the TR3A chapter of the book by Bill Piggott, entitled, "Triumph TR2,3 and 3A in Detail".

127	**Jaguar**	**E Type V12 Coupe**	**1972**	**Eddie Howell**

One of only 1800 V12 E Type coupes produced in RHD and sold on the UK market, out of a total production of 73,000. Most were exported, mainly to the USA. This car has been known to me for over 25 years, and owned by me since 2004. Subject to some bodywork restoration during the mid 1990's. The car is standard apart from a suspension up-grade by Jaguar, and the fitting of the optional Dunlop alloy wheels, as fitted to the lightweight racing E Types.

128	**Morris**	**Traveller**	**1964**	**Mark Yates**
129	**Rover**	**100 P4**	**1962**	**Captain David Thorp**
130	**Jaguar**	**E Type Series 1**	**1965**	**Geoff Trend**

4.2L, fixed-head coupe, cream. Very original condition, good daily driver.

131	**Triumph**	**TR4A**	**1965**	**David Sygrove**
132	**Sunbeam**	**Tiger**	**1966**	**Anthony Cliffe**
133	**Sunbeam**	**Alpine**	**1964**	**Anthony Cliffe**
134	**Austin**	**LD Van**	**1965**	**Frank Butler**

145	**Jaguar**	**E Type**	**1971**	**Eric Curbishley**

V12, 2+2. This car was vandalised in 1978. It was repaired and painted red, then it was put away in a lock-up garage for 23 years until I bought it in 2001. Re-commissioned in 2001-02. We ran the car in red for five years the returned to its proper colour, blue. It is one of only seven series 3 E Types to have been fitted with a factory-fitted sun-roof. Very rare.

146	**Lincoln**	**Continental Mk IV**	**1974**	**Alan Birch**
147	**GMC**	**Yukon**		**Sheryl Birch**
148	**MG**	**B Roadster**	**1966**	**Ian & Jackie Buckley**

Old English white. Usual maintenance and restoration work, little by little along the way. Re-trim of dashboard area during winter months, ready to enjoy through the summer.

149	**Ford**	**Capri 1600 GTX LR**	**1969**	**Stuart Turp**
150	**Triumph**	**TR6**	**1974**	**Mr. & Mrs. J. Holmes**
151	**Jowett**	**Bradford CC**	**1952**	**Mr. & Mrs. J. Holmes**
152	**Triumph**	**Stag**	**1975**	**Roy Harris**

Original engine. Used regularly, including yearly trips on classic car rallies to France and Belgium.

153	**Ford**	**Cortina1600E**	**Graham Beck**

Owned for 11 years. Four previous owners. Very rare Light Orchid Metallic colour.

154	**Triumph**	**2.5PI**	**Mick Howard**

Owner restored, a work in progress. Jaguar dark green metallic.

155	**Vauxhall**	**Viva HB**	**1970**	**Paul & Susan Sheldon**

Found in a garage in 2006 with 6000 miles on the clock. Not used for 33 years. Bare metal re-spray and new tyres everything else original.

156	**Ford**	**Broadspeed Bullitt Capri**	**1971**	**Reg Gartside**
157	**MG**	**B Roadster**	**1967**	**A.E.Gazzard**

Re-built in 1994. Rover V8 engine fitted.

158	**Lotus**	**Elan + 2**	**1968**	**Neil Exley**
159	**MG**	**B GT 1800**	**1971**	**Robert Knight**
160	**Corvette**	**Stingray**	**1966**	**M. Limb**
161	**Aston Martin**		**1970**	**M. Limb**
162	**MG**	**B Roadster**	**1970**	**Harry Bennett**
163	**MG**	**B Roadster**	**1969**	**Cliff Proctor**
164	**Ford**	**Cortina1600E**	**1971**	**Glen Darwent**
165	**Jaguar**	**E Type**	**1969**	**Alvin Hogg**

Originally LHD and exported to USA, Texas in 1969. Years later the car was "exported" back to the UK in a completely dismantled state. I totally re-built the car as RHD, UK spec and repainted to original colour British Racing Green. Driven all year round, in all weathers, and is a nice car to drive.

166	**Vanden Plas**	**Princess 1300**	**1969**	**Mr. R. Trehearn**
167	**Vauxhall**	**Viva 1800 SL**	**1972**	**Graham White**
168	**Singer**	**Chamois**	**1968**	**K & R Sleight**
169	**Vauxhall**	**Victor FD**	**1968**	**Garry Bennett**

Put back on the road in 2012 after sitting in a garage for 12 years.

170	**MG**	**B GT**	**1969**	**Richard & Elaine Lomas**
171	**Morris**	**1000 Converitble**	**1969**	**T. F. Ward**

Very original car. One family from new. Supplied B. J. Williams, Sheffield 6th June 1969. Genuine mileage 64,000.

172	**Citroen**	**SM**	**1972**	**Peter Humberstone**

Maserati engined. LPG fuel

173	**Citroen**	**SM**	**1972**	**Peter Humberstone**
174	**Austin Healey**	**Sprite**	**1967**	**Paul Hitchings**

1275cc. Tartan red. Full body re-build in 2002

175	**Morgan**	**Four/4**	**1971**	**John Jackson**
176	**Ford**	**Mk1 Escort Mexico**	**1972**	**Stephen Bates**

Complete nut and bolt restoration, all panels. Engine re-built, Twin 40 DCOE Webers. Ashley exhaust. Re-bored to 1700cc, flat-top pistons, Vernier cam pulley, Duplex timing chain and gears. High pressure oil pump. ARP head studs, double valve springs etc. Minililite wheels. In all, a ten year labour of love. This will be its first showing.

177	**Ford**	**Mk1 Escort Mexico**	**1972**	**Nick Hadfield**

Full nut and bolt restoration, all panels. Engine re-build. Close to original factory spec. Cibies, RS wheels. Long restoration.

178	**Austin**	**Cambridge**	**1966**	**Graham Seffers**
179	**Triumph**	**Stag**	**1973**	**Mrs. J. Smalley**
180	**Triumph**	**Stag**	**1974**	**Janet Skinner**
181	**Jaguar**	**E Type**	**1968**	**Bill Woodhouse**
182	**Porsche**	**911 Carrera**	**1984**	**Bill Woodhouse**
183	**Mini**	**Clubman**	**1977**	**Stewart Fendell**

Antique gold, nearly original condition, multi-event winning.

184	**Jaguar**	**E type**	**1973**	**Glyn Bell**

Blue. Very good condition 9,000 miles only.

185	**Land Rover**	**Series 2A**	**1968**	**Sam Clarke**

Originally from Kennings nr. Bamford, has lived in Derbyshire all her life. I've owned her for about a year and am gradually restoring her. Original 2.5 Ltr petrol engine. A Weber carb, Range Rover diffs, parabolic springs, free-wheeling hubs, one ton series Land Rover steel wheels, Kumho all-terrain tyres, Exmoor trim seats and rear 3/4 canvas.

186	**Triumph**	**2000 Estate**	**1970**	**Andrew Bradbury**
187	**Austin**	**Mini van**	**1972**	**Stuart Fletcher**
188	**Morris**	**Mini Cooper**	**1978**	**David Casey**

Bought in 1978 for £100. Re-built 2006-07. 13 concourse wins since 2007.

189	**MG**	**B Sport**	**1973**	**Bernard Griffin**

The car is original, and essentially standard except for some period enhancements including wire wheels and mild performance improvement features.

190	**Triumph**	**Dolomite Sprint**	**1973**	**Mark Wells**

Registered on the day after the Dolomite Sprint launch at Wilson's of Leeds.

191	**VW**	**Beetle GT**	**1973**	**Alex Earl**
192	**Citroen**	**DS23**	**1973**	**Geoff Henthorn**
193	**Land Rover**	**Series 2A**	**1967**	**Robert Batley**

Rolling restoration and much time and effort has been spent underneath, replacing oil seals, bearings, leaf springs and brake parts. Up-grading of the bodywork and paintwork will hopefully follow shortly.

194	**Morris**	**Minor 1000**	**1970**	**John Batley**

This vehicle has been in my ownership for 9 months and was purchased for £2000. In the early 1990's over £20k was spent on a re-build, but parts of the bodywork now need some attention.

195	**Morris**	**Minor 1000**	**1968**	**Andrew Batley**

I have owned the vehicle for 4 years and it is still a rolling restoration. It was purchased for £500 as an abandoned project that had been worked on for 15 years by the previous owners. They had welded the underbody to a very high standard but the remainder of the car had been re-assembled in a somewhat haphazard manner! Following 2 months work the MOT was passed at the first attempt. It is used as a daily commuting vehicle, travelling 14,000 miles in the last 12 months, and last year undertook an eventful 1500mile trip around Western Europe.

196	**Chevrolet**	**Caprice Convertible**	**1975**	**Mike Radcliffe**

The car has been customised with Manchester City Football players and the car is covered in Manchester city logos. The car has been half a documentary on ESPN, also on ITV, BBC1 and a short story on Sky1. Won the "Most Viewed Car" at Event City Manchester and also Tatton Park American Weekend. Star attraction at NEC Birmingham 2013.

197	**Vauxhall**	**Viva**	**1973**	**Colin Woodward**

Forty years old now, registered Feb 1973. 4 owners from new. Un-restored condition. Still runs on leaded additive. Mileage believed to be genuine.

198	**Jaguar**	**E Type**	**1966**	**Michael Lamb**
199	**Jaguar**	**E Type**	**1970**	**Wally Fox**
200	**Jensen**	**Healey**	**1974**	**Gerry Emms**
201	**Ford**	**Escort Mk1**	**1973**	**Mark Smith**

Was used as a drag car in Malta. Recently brought back to the UK

202	**Ford**	**Mustang**	**1966**	**Neil Brotherton**
203	**Hillman**	**Imp Californian**	**1967**	**Josh Andrews**
204	**Jaguar**	**XJ S**	**1971**	**Thomas Henighan**

cars 1976-1986

205	**Audi**	**Quattro**	**1984**	**Kevin Renshaw**
206	**Triumph**	**TR7**	**1980**	**Tony Stones & Pam Porter**
207	**Triumph**	**Acclaim**	**1983**	**Graham Lomas**

Last Triumph car model built 1981-84. Car of Show, Preston 2007. Best in show, Prestatyn 2012.

208	**Ford**	**Tickford Capri**	**1984**	**Les Mather**

Tickford Turbo Capri, Built by Aston Martin. One of only thirty remaining today. Concourse winner 2010, with over 50 trophies.

209	**Ford**	**Capri**	**1981**	**Trevor Cranfield**

1.6GL Mk3. Fully restored 1980. Winner in class, shown for last 10 years.

210	**Jaguar**	**XJS V12**	**1977**	**Nickola Tye**
211	**Citroen**	**2CV6**	**1984**	**Terry Brooks**

Mildly tuned engine, 9.5:1 pistons, re-jetted carb, gas-flowed heads, electronic ignition. Engine now puts out 36BHP, which is an improvement over the original 29BHP. Interior fitted with Citroen BX Gti seats, along with chrome bumpers front and rear, and an original 1966 model grill.

212	**Porsche**	**911**	**1976**	**Chris Robson**
213	**Ford**	**Escort RS2000**	**1979**	**Phillip Watson**

Standard RS2000 in Venetian red. 2012 RS Owners' Club gold cup winner.

214	**MG**	**B GT**	**1978**	**Neville & Pauline Oliver**
215	**Jeep**	**CJ7**	**1985**	**Neil Fox**

Have had this Jeep since 2007. Engine and transmission overhaul, and re-spray.

216	**Triumph**	**Spitfire 1500**	**1981**	**Richard Oakes**

2 owners from new, original car.

217	**Triumph**	**TR7**	**1980**	**R. Gray**

2Ltr engine, Rover SD gearbox, 25,000 miles only.

218	**Land Rover**	**Series III**	**1977**	**John Smith**

Ex-army, short wheel-base, canvas back. Military reg 67 GJ 08, in service 1977-1988. Bought from MVS Litchfield in1999.

219	**Vauxhall**	**Panther Lima I**	**1979**	**D. Bowden**
220	**Ford**	**Fiesta 1300S**	**1983**	**Jamie Davies**
221	**Porsche**	**928-S2**	**1985**	**Martin Chesworth**

Un-restored daily driver. Embarking on sympathetic restoration. Owned 928-S2 for the last 10 years.

222	**Leyland**	**Mini 1000**	**1977**	**Christopher Coates**
223	**Austin**	**Mini City E**	**1985**	**Rose Hoare**

Moonraker blue. Standard except for seats.998cc. 3rd place 1980's Mini SMC Show 2011.

224 Austin Morris Mini Clubman Estate 1980 Rose Hoare

Block; lightly modified 1293cc .Runner-up, 1980's Mini, Andrew Greenwood's 35th Classic Car, Mini & Bike Show 2012: 2nd place Best Classic Mini, Tatton Park 2012:Runner-up, Car of the Show SMC Show 2012.

225 Morgan Plus 4 1983 Ken Hall

226 Austin Mini 1977 Andy Broadbent

Restored and modified in 2008.

227 MG Midget 1979 Allan Davies

228 Ford Fiesta 1300S 1980 Sarah Hamblett

1.7L engine. Mk I in black

229 Ford Escort Gartrac G6 Cabriolet 1986 Shanu Barlow

Built by Gartrac. Loosely based on the G3 & G4 Rallycross cars as driven by Martin Schanche and John Welch. The G6 was converted to rear-wheel drive and used the Capri 2.8L injection V6 running gear. Built in limited numbers, only a handful survive. This one is very rare, being the only Mk e G6 cabriolet built, specially commissioned by its first owner.

230 Triumph TR7 V8 1980 Neil Foster

231 Bedford HCB Angus Fire Engine Water Tender 1980 M. G. Adlington

"The Flying Brick" Built on a Bedford TGK chassis by HBC Angus in 1980 as a prototype demonstrator. Hampshire Fire Brigade: Allocations, Western Docks, Southampton 1981, Lyndhurst 1985, Horndean 1989, Basingstoke "A Division Reserve" 1995. Decommissioned in May 1997. Engine: Bedford 500 D series 8.2L, Gearbox: 5 speed manual with P.T.O, Pump: Godiva 500G.P.M. Tank: 400 gallons, Generator: 110v DC Powermite, Ladders 35 ft Bailey,

232 Land Rover Series III 109" 1984 M.G. Adlington

"Wall-Eyed Gladys". Truck utility 3/4 Tonne 4x4. Military reg. 63 KC 40. One of the last series III 109" to be taken into military service. Commissioned as class one 25th Sept. 1984. Designated as class II 8th July 1990. First allocated to Defence Intelligence & Security School, Templar Barracks, Kent, including a term in N. Ireland June'95-June '96 as a tactical operations support vehicle to an initial training group during operation "Banner". Re-allocated June '96 to 1st Battalion, Royal Regiment of Wales as Tactical operations support vehicle in Bosnia until Nov '97. Decommissioned 11th Nov '97.

233 Ford Sierra RS Cosworth 1986 Ben Ashmore

234 Ford Sierra XR4i 1984 Doug Barwick

Factory Cardinal red. 9 owners from new with service history up to 108,000 miles. Put back on the road in August 2012. Now used for show with the XROC North West Branch.

235 Ford Fiesta Supersport 1981 Paul Ibbotson

236 Triumph Dolomite 1300 1980 Richard Eaton

237 Volkswagen Beetle 1979 Martin Bradford

1979 Mexican VW Beetle. Standard car, been re-built. Now R.H.D. No other modifications.

238 VW Polo GLS 1979 Andrew Jackson

cars built from 1986 onwards

246 **Pontiac** **Firebird** **1990** **Tammy Mason**

5 Litre V8. My pride and joy!

247 **Fiat** **X1/9** **1987** **Graham & Barbara Bower**

No competition history, just an old X1/9 built and modified by the owner and wife.

248 **Fiat** **X1/9** **1988** **John Loukes**

249 **Chevrolet** **Caprice Classic** **1991** **D. N. Grayson**

Beverly Hills Police cruiser. Black & white. 5.0L V8. Supervisor's car.

250 **Ford** **Fiesta XR2** **1988** **Tracey Watson**

Black XR2. Been stood for 5 years, I've just put an MOT on it, passed first time!

251 **Mini** **Cooper Sport 500** **2001** **P. Skelton**

One of the last Minis to be produced. A Mini Cooper 500, I have owned it for 6 years. Low mileage.

252 **Subaru** **Imprezza Sdi Type R** **R. Jowitt**

253 **Rover** **MG RV8** **1995** **Michael & Janet Sayles**

Re-imported from Japan in 1999. Standard car in very good condition.

254 **Fiat** **X1/9** **1989** **Adrian Hardwick**

One of a few un-restored remaining from the final production run.

255 **Ford** **Focus RS** **2003** **Darren Menzies**

256 **Ford** **Mondeo 2.0 Ghia** **1993** **Andrew Boler**

Made in the first year of production in Sept.1993. Factory fitted leather interior and full RS body kit fitted from new. Has won concourse trophies at regional and national level and came 3rd at Ford Fair 2010 in the Modified Mondeo class. It is now only used for shows and special occasions.

257 **Steyr Puch** **Pinzgauer** **1995** **Nigel Elliott**

Ex British Army Pinzgauer. Served in Afghanistan with Commando Regiments as a gun tractor.

258 **Porsche** **993 Carrera** **1996** **Nick Folwell**

259 **Nissan** **Silvia S15** **2001** **John Neville**

260 **Ford** **Fiesta Si** **1994** **Christopher Frost**

1597cc. Ash black metallic. Has been shown since Aug. 2001 and has many wins in its class.

261 **Ford** **Escort RS Turbo** **1989** **Gareth Muircroft**

I've owned her for 10 years, the third owner from new. She's lightly modified on the engine side, apart from the wheels and exhaust the bodywork is almost original.

262 **Ford** **Orion 1.63i Ghia** **1988** **Martin Heptinstall**

263 **Ford** **Focus ST170** **2002** **Nigel Wood**

264 **VW** **Golf Mk2 1.8 GTI** **1989** **Shaun Green**

Garage find. Mint. 24,000 miles. Slightly modified. Tornado red. 2 owners.

265	**Ford**	**Sierra Sapphire Cosworth 4x4**	**1991**	**Craig Scothern**
266	**Ford**	**Escort RS Turbo**	**1990**	**Neil Burgess**

1.6 turbo-charged engine with a stainless steel exhaust. Full front mount inter-cooler.

267	**Rover**	**Mini Cooper**	**1991**	**Gary Parker**

I bought the car as a bare shell with 4 wheels and 2 sub-frames in 2004 for £350. I have completed all the restoration myself except the paintwork and chroming. Re-sprayed from original British Racing Green to Land Rover Volcano Red, except the roof which is original. 6 year on-going project and a lot of money finally back on the road in 2010. Since gone on to win two second place and an amazing two 1st places.

268	**Ford**	**Sierra Cosworth**	**1987**	**Wayne Christian**
269	**Rover**	**Mini Cooper**	**1994**	**Susan Johnson**

Bought 2 years ago. Member of the British Mini Club, and Sheffield Mini Club. This is my main car and over this time we have attended many of the local and national shows, winning trophies at Thorseby and our own show.

270	**Mini**	**Cooper Sportspack**	**1997**	**James Newsam**
271	**Subaru**	**Impreza Turbo**	**1998**	**Siegfied Suppan**

I'm in my early 70's and love driving the car though I need to slow down, having just been had for speeding in my Kia Picanto!

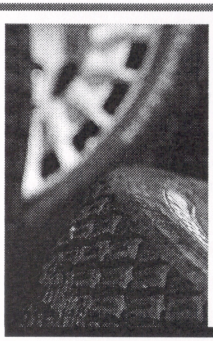
272	**Ford**	**Sierra Cosworth**	**1986**	**Grant Hatfield**
273	**Ford**	**RS2000**	**1988**	**David Pemberton**
274	**Ford**	**XR3i Cabriolet**	**1989**	**M. Rodgers**

XR3i SE Cabriolet, one of 1007, two-tone, special edition cabriolets built at the Karmann factory. The SE features include half leather Recaro seats, two-tone paint and limited edition alloys.

275	**MG**	**F**	**1996**	**Eric Wood**
276	**Porsche**	**Boxter 986**	**1999**	**Philip Ward**

9 concourse wins in last 2 years

277	**BMW**	**735i SE**	**1988**	**R. K. Matthewman**



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281	**Lotus**	**Elise S1**	**1999**	**Roy Skidmore**

Standard, low mileage, Calypso red.

282	**Royale**	**Sabre**	**1982**	**Derek Robertson**

Kit car replica of the 1938 BMW 328 sports car.

283	**Marcos**	**Mantera Spyder**	**1999**	**David Barlow**

Nick-named "The Yellow Bug". Built in a rented, tin, lock-up garage in the winter of 72-73 with no electricity made it extremely cold with long nights - but well worth it! 4.0l V8.

284	**Morgan**	**Roadster**	**2006**	**Richard Sargent**

The Roadster was introduced in 2004 to replace the Plus 8.

285	**Marcos**	**3000 V6**	**1971**	**Rick Elliott**
286	**Alpine Renault**	**A110**	**1970**	**John Brady**

Best known for its rallying successes in the 1970's, winning the World Rally Championship in 1973. One of only 900 cars of this model built under licence at the F.A.S.A. Factory in Spain. Owned by the present owner since 1970. Partial restoration in 1991-92, engine re-build in 2011.

287	**TVR**	**Cerbera**	**2001**	**Kev Dunnington**
288	**Honda**	**NSX**	**1996**	**Chris Nutt**

3.0 Litre Quad cam V6. Mid-engined 1990's supercar of the type which won its class at 1994 Le Mans 24 Hour. All aluminium construction.

289	**AC**	**Cobra Replica**		**Colin Brooks**

Replica of a 1964 Cobra

290	**Ferrari**	**365 GTS**	**1998**	**Ian Tucker**
291	**Porsche**	**911GTS**	**2011**	**Ian Tucker**
292	**Jaguar**	**XKR-S**	**2005**	**Paul Willars**

This is the very last of the model 1996-2005. As such it is a special edition with all the extras and a carbon fibre dash, switch and gear surround. Only 50 coupe and 50 convertibles were made, so a pretty rare model. Also came with special 20" alloy "Perseus" wheels and Brembo brakes and 15mm lower than standard. Full Recaro leather interior.

293	**TVR**	**Tamora**	**2003**	**R. Pursehouse**
294	**Aston Martin**	**V8**	**1975**	**Marcus Sloan**
295	**Cobra**	**Replica SR**	**1973**	**Shaun Cunningham**
296	**AC**	**Cobra Replica**	**2008**	**Rob Varney**

AM Sportscars Cobra replica. Finished in Ferrari Grigio Titanio. Chevy SBC 350 engine, Edelbrock intake, Holley 4 barrel carb. Tremec T5 gearbox, Limited slip diff.

297	**AC Cobra**	**Replica**		**Alick Mason**

298	**Westfield 2.1 Kit car**	**2.0sport**	**2011**	**Sean Pantry**
299	**TVR**	**Griffith**	**1997**	**Graham Newsam**
300	**Lotus**	**Excel**	**1986**	**Mark Hatfield**
301	**NG**	**Henley**	**1989**	**Michael Heath**
302	**Ultima**	**GTR**	**2001**	**Dominic Farley**

600HP V8 Chevy race engine. Car weighs under 1000Kg. Factory built in excess of £90K in 2001. The current car is holder of various world speed records, including the 1min 11sec run round the "Top Gear" track which can be seen on YouTube.

303	**Lancia Delta**	**Integrale Evo 2**	**1993**	**Jonathan Walker**
304	**TVR**	**Cerbera**	**1997**	**Darren Webster**

Red Cerbera 4.2 V8 collected the week after last year's show...

305	**Austin Healy**	**3000 Mk1**	**1960**	**Peter Harrison**

"Big Healey" works rally replica.

306	**Royale**	**Sabre**	**1990**	**Barrie Evans**
307	**RMB**	**Gentry**	**1968**	**Denis Gaskell**
308	**Berkeley**	**T60**	**1960**	**Denis Gaskell**
309	**Berkeley**	**T60**	**1961**	**Michael Heath**
310	**AK**	**Cobra**	**2009**	**Peter Knighton**
311	**Jaguar**	**C Type Replica 1953**		**R. Penney**
312	**Carbodies**	**Fairways FX4 London Taxi**	**1995**	**Mike & Chris Hawkins**

This is a genuine London taxi with 376,000 miles already covered. Very reliable Nissan 2677cc diesel automatic. The firm producing the newer LT London taxis closed down, the rights sold to China and the factory and parts destroyed by a fire in 2012. This model of taxi was the best produced. People like Stephen Fry, some of the royal family and other celebs bought them to travel round London un-noticed. Overseas demand has been very high which has made sourcing body parts a problem.

313	**Ford**	**F150 Lightning Pick-up**	**2003**	**Neil Brotherton**

Built in limited numbers by Ford's Special Vehicle Team.

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car clubs

Barnsley Minors

321	Morris	1000	1967	John Green
322	Morris	Minor 1000	1968	Gerald Fieldsend
323	Morris	Minor Saloon	1960	Ernest Sleight
324	Morris	Minor Traveller	1969	G. Wall
325	Morris	Minor	1960	Keith Palmer
326	Morris	Minor Traveller	1969	Barrie McKenzie
327	Morris	Minor	1970	George Buckley
328	Morris	Minor S II Convertible	1956	John Holmes

Barnsley Mini Minors

329	Austin	Mini 850	1971	B. Webb
330	Morris	Mini Minor	1962	B. Webb
331	Austin	Mini 850	1968	B. Webb
332	Austin	Mini	1987	Rob Davies

Hare & Hounds Classic Vehicle Club

333 Dax Cobra 427 2012 John Kinsey

Dax Cobra replica built by myself. Chevy 400 engine. 490 BHP. Tremec gearbox. Jag XJ 40 running gear.

334 Sunbeam Alpine 1965 Richard Burnham

Two previous owners- husband and wife. Stored since 1975. Re-built over last two years.

335 MG B Roadster 1968 Roy Etchells

Purchased Sept 1997. Total 68,442 miles. Re-sprayed black by previous owner, originally Strawberry white. Original mechanicals though gearbox has been re-built. Electronic ignition, rear telescopic dampers and parabolic springs fitted. Packaway style hood-frame replaced with foldaway type and Double Duck hood fitted. Restoration as and when necessary.

336 MG B GT 1973 Chris Howarth

One of 2591 "Factory" V8s manufactured between 1973 &1976, of which about 500 are still on the road. They were only available as the GT. It has a version of the 3500cc engine used in the Rover P5, 6, SD1, Range Rover etc but not the same as any of them. We bought "Hi-viz" (Blaze Orange!) 2 years ago and have done more miles than she had done in the previous 20 years. Currently subject of a rolling re-spray and the steady improvement of various components, together with up-grading some components (headlights & suspension) to more modern standards.

337 Riley RMC 1954 Stuart Lomas

Same family all its life before the current owner. Owned for 18 months.

338 Vauxhall VX14 1935 John Chatterton

Hare & Hounds Classic Vehicle Club - Continued				
339	MG	A Roadster	1959	Steve Orson
	Exported to North America when new. Re-imported 1989 and restored over 10 years. Registered in England 2001. Has done 7000 miles since.			
340	Triumph	Spitfire MkIII	1967	Alex Wagener
341	Austin	A55	1956	Michael Coffey

Mansfield Capri Club				
342	Ford	Capri 2.0 S	1984	Alan Sutcliffe
343	Ford	Capri MkII 3.0 Ghia	1977	Simon Jaggs
344	Ford	Capri	1984	Jeff & Rach Lofts
	Outwardly standard 2.85i injection. Modified 29i 24 valve Cosworth engine. Up-rated gearbox, suspension and brakes.			
345	Ford	Capri 2.8i	1982	Lisa Harris
346	Ford	Capri 3.0 S	1986	Russ Harris
347	Ford	Capri 2.8 Injection Special	1986	Chas Powell
	2.8 Special spec - LSD, half leather Recaros, fully restored 2010 using Ford New Old stock parts. Owned since Feb 1996.			
348	Ford	Capri 1.6 S	1978	Helen Hayward

Ford Sidevalve Owners Club				
349	Ford	Prefect	1953	David Manterfield
350	Ford	Prefect 107E	1959	Robert Goodland
351	Ford	Prefect 100E	1959	John Duckenfield

Ford ST Owners Club				
352	Ford	Focus ST	2007	Gareth Westwood
353	Ford	Focus ST	2006	Keith Storey
354	Ford	Focus ST	2007	Anthony Ablett
355	Ford	Focus ST	2005	Mark Hickling
356	Ford	Focus ST		Matthew Crossland
357	Ford	Focus ST	2008	Paul Markham
358	Ford	Focus ST	2008	John McCarthy
359	Ford	Fiesta ST	2006	Graham Westwood

car clubs

Alfa Romeo Owners Club Derbyshire Section

360	**Alfa Romeo**	**916 Spider**	**2002**	**Alfa Romeo Owners Club**

Finished in Cosmos blue metallic/ this car's power plant is a robust 2.0 16v twin spark and is completely as it left the factory.

361	**Alfa Romeo**	**Cloverleaf**	**2000**	**Alfa Romeo Owners Club**

Zoe yellow. One of the last phase 2 models of which I think only 500 were made. Also known as "The Bread Wagon" Alfa to the enthusiast. I have had this car for just 2 years.

362	**Alfa Romeo**	**155 1.8 T/S Saloon**	**1996**	**Paul Ferrari-Fracas**

One of only a few of these iconic Alfa saloons remaining in daily use in Yorkshire.

363	**Alfa Romeo**	**156 JTS**	**2003**	**Simon & Penny Grice**
364	**Alfa Romeo**	**GTV 3.0 24v**	**1999**	**Brian Austin**
365	**Alfa Romeo**	**SZ (ES30)**	**1990**	**Steve Ball**
381	**Alfa Romeo**	**Guilia Sprint GT**	**1964**	**Terry Richardson**

I've owned the car three times between 1970 and 2013. Complete re-build just completed.

MX-5 Owners Club

366	**Mazda**	**Eunos Roadster S Lt**	**1993**	**Jim Daley**

One of only 750 S lt models made. Import only. Black with red leather interior. Ltd edition gold BBS alloys, with improved suspension and chassis bracing. Higher BHP A?S etc. Has been at the show since 2010, also at several other shows.

367	**Mazda**	**MX-5**	**2002**	**David Beet**
368	**Mazda**	**MX-5 Mk1**	**1994**	**Susan Hillery**
369	**Mazda**	**MX-5**		**TBC**
370	**Mazda**	**MX-5**		**TBC**
371	**Mazda**	**MX-5**		**TBC**
372	**Mazda**	**MX-5**		**TBC**

Lotus 7 Club/Caterham Group

373	**Caterham**	**7**	**2009**	**Tom Slatter**
374	**Caterham**	**Seven Roadsport**	**2009**	**Nick Macfarland**
375	**Caterham**	**Roadsport SV**	**2005**	**Antony & liz Hawkins**

Factory build Caterham Roadsport SV. No competition history, just a fantastic road-going sports car!

401 **Martynside** **1921** **Bob Pollard**

Motorcycle and sidecar.

402 **Sunbeam** **No5. Sidecar combination** **1928** **Ron Proctor**

Very original Sunbeam Model 5 motorcycle with its original No 8 sidecar - Still "married " after 85 years!

403 **Norton** **ES2** **1935** **John Davies**

500cc Single OHV. Girder forks and rigid frame.

404 **B.S.A.** **J12** **1934** **Tony Nutton**

An early overhead valve V-twin. Designed to sell to Ministry of Defence. Some supplied to the army for use in North Africa. Limited civilian production 1934-1936.

405 **B.S.A.** **G30** **1930** **John Shepherd**

Solo motorcycle

406 **Ariel** **Square 4** **1931** **Edward Lloyd Jones**

407 **Matchless** **350cc Clubman** **1938** **Terry Teasdale**

408 **Brough** **Superior SS 100** **1939** **Martin Hanstock**

The SS100 in its 15 year life took the world record as the fastest motorcycle 13 times. The last time was in 1937 by Eric Fernihough at 169 mph. He was killed shortly afterwards trying to increase it. This 1939 bike was supplied to Sheffield Police, one of its duties was to escort the Bouncing Bombs from the Vickers Foundry to RAF Scampton.

409 **Vincent** **HRD Rapide** **1946** **Alan Wager**

A 998cc HRD Vincent Rapide, one of a small batch of series "B" machines produced at the start of production in 1946 at the Stevenage works in Hertfordshire. This machine was sent to Conway Motors in South London, others were sent overseas, intended to promote sales of this new motorcycle. These machines were marketed as the fastest production motorcycles in the world, which they remained for many years. JGX 457 has had a number of modifications to ensure it can be used safely in all modern traffic conditions.

410 **Triumph** **Speed Twin** **1946** **Philip Gregory**

411 **BMW** **R71** **1943** **Ian Rhodes**

Motorcycle and sidecar.

412 **B.S.A.** **B31 350cc** **1949** **Billy Revell**

413 **Norton** **18** **1951** **Robert Pollard**

414 **B.S.A.** **A10 650cc** **1954** **Alf Clayton**

415 **Panther** **M100** **1956** **Ray Carr**

600cc Single engine, made by Phelon and Moore in Cleckheaton, Yorkshire.

416 **Panther** **M100 with sidecar** **1950** **Ray Carr**

600cc single engine bike with rigid rear end, pneumatic front forks made by Dowty, aircraft landing gear makers. Recovered in small bits from Edinburgh where nit had lain for over 20 years. Formerly owned by the man who fired the 1 o'clock cannon at Edinburgh castle.

motorcycles

417	**Matchless**	**G805**	**1955**	**Neil Birtles**
418	**B.S.A.**	**Gold Star**	**1954**	**Dave Whitham**

CB 32, 350cc Gold Star with an early "big fin" engine.

419	**Lambretta**	**LI Special**	**1965**	**Philip Anderson**

Lambretta LI 150 Special (Pacemaker) Italian import.

420	**B.S.A.**	**B40**	**1965**	**Trevor Lea**

8 former keepers. Originally manufactured as a police motorcycle, with the police prefix on the engine number being first registered to Sussex police. Has been re-sprayed, but apart from that appears mainly original. This is the later side points model, which succeeded the earlier distributor model. I bought the vehicle in 2012 and have completed some maintenance work: Replaced the clutch, overhauled the carburettor and carried out a partial re-wire to convert to 12v electrics. Used regularly as my second vehicle, weather permitting.

421	**Norton**	**Atlas**	**1967**	**Barry Proctor**

Totally restored by present owner. Originally bought for £50 in 1978 - Those were the days!

422	**Matchless**	**G30**	**1968**	**Andrew Gilligan**

This bike was obtained last year after standing in a garage for 35 years. It is un-restored but has been put back into good working order.

423	**Triumph**	**Thunderbird**	**1964**	**Bob Gilligan**

Fully restored by myself from a complete wreck. Came second in the Classic Bike of the Year 2012 at the London Motorcycle Show.

424	**Honda**	**CB450**	**1966**	**Geoff Thomas**

The Black Bomber.

425	**Velocette**	**Thruxton**	**1966**	**Dennis Kirk**
426	**B.S.A.**	**A7**	**1961**	**Peter Gray**
427	**Honda**	**CBX 1000**	**1979**	**Steve Flavell**

Owned bike for 14 years. Full engine refurb/re-build. Minor performance alterations done.

428	**Kawasaki**	**Z650**	**1977**	**David Marsh**

Won 1st prize at Barlow Show. V1, one of the originals.

429	**Silk**	**700s**	**1979**	**Stuart Nixon**

One of only about 140 ever made. So rare!

430	**Norton**	**Commando**	**1971**	**John Proctor**

Very original Norton Commando Roadster. Bought new in 1971 by a friend and purchased by present owner in 1972- I don't change much!

431	**Yamaha**	**DT175Mx**	**1979**	**Paul Gatley**
432	**Triumph**	**Silver Jubilee**	**1977**	**Jim Storey**

Original condition. Castleford and District B.M.C. Winner 1985,1986. Triumph Cavalcade winner

433	**BMW**	**R75/7**	**1977**	**Trevor Stones**
434	**BMW**	**R60/7**	**1978**	**Trevor Stones**

A pair of BMW Boxer Twins, fairly rare, very short production runs.

435	**Triumph**	**T140E**	**1980**	**John Hartley**

I have owned the bike from new and it has been an endless modification job, but fun, if you like that sort of thing!

436	**Triumph**	**T595 Daytona**	**1998**	**Peter Haywood**
437	**Triumph**	**Thunderbird Sport**	**2003**	**G.Richardson**

Owned the vehicle for 5 years. Custom painted, too many one-off custom parts to list, chrome/ stainless steel etc. Bike has won 21 trophies at different shows, including several "Best of Show". The bike is my only means of transport and is ridden daily in all weathers. I am a founder member of the Yorkshire Rose TOMCC.

438	**Triumph**	**Thunderbird**	**2001**	**Keith Batterley**
439	**Royal Enfield**	**Bullet**	**2005**	**Chris Stone**

499cc singly cylinder 4 stroke engine. Five speed gearbox 25BH. Retro styled with black paintwork and chromium plating.

440	**Honda**	**GL1800 A Goldwing**	**2005**	**David Gee**

Imported from Albuquerque, New Mexico, USA. Full Kuryakyn chrome, 30 year anniversary model. Grey metallic paint.

441	**Vincent**		**1950**	**Karl Searl**
442	**Vincent**		**1952**	**Malc Harrison**
443	**Norvin**		**1960**	**Ted Kite**
444	**AJS**		**1950**	**Bill Bartholemew**
445	**B.S.A.**		**1965**	**John Cook**
445	**B.S.A.**			
446	**GasGas**	**EC200 Enduro Bike**	**2010**	**Kev Hipwell**

Used for Hare and Hounds and trail riding.

447	**GasGas**	**Factory replica**	**2013**	**Kev Hipwell**

300cc Trials bike used in modern day expert clubman events. Both these bikes are looked after by the owner.

448	**KTM**	**450cc SXS**	**2013**	**Luke Meredith**

Supplied by Eurotek KTM. Ridden in AMCA British Masters and IMBA European Championship events.

449	**GasGas**	**Pro 300 sidecar**	**2008**	**Lee Granby**

Ridden in British Sidecar Championship events.

450	**B.S.A.**	**365 C15 Sidecar**	**1960**	**Lee Granby**

Used in the Sammy Miller Sidecar Series, won the last two years and leading this year. Also won the last two Talmag Trophy events and leading this year.

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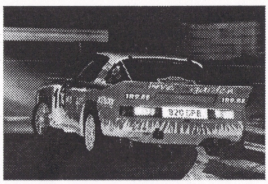

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Howard Chopping & Jonathan Turnbull won the Bickerton Skoda Hallamshire Stages at RAF Barkston Heath. The event has been judged to be a success by all involved, and the club would like to thank all officials, marshals and competing crews for their support. We will return to RAF Barkston Heath in August for the Rainworth Skoda Centenary Stages, once again using a mix of some fast flowing, and tight twisty stage layouts.

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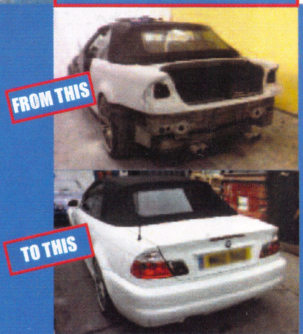

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